



Why Not Winnett?

By: Mike Quinn, Aviation Support Officer

For years it's been an open field with prairie dogs running amok, but through the vision, determination and dedication of the local Winnett pilots, a brand new runway has appeared in the heart of our state. Spearheaded by Bill Troutline, months of hard labor through the summer came to fruition in August when personnel from Montana Aeronautics had the honor of assisting with the finishing touches of this unique airstrip.

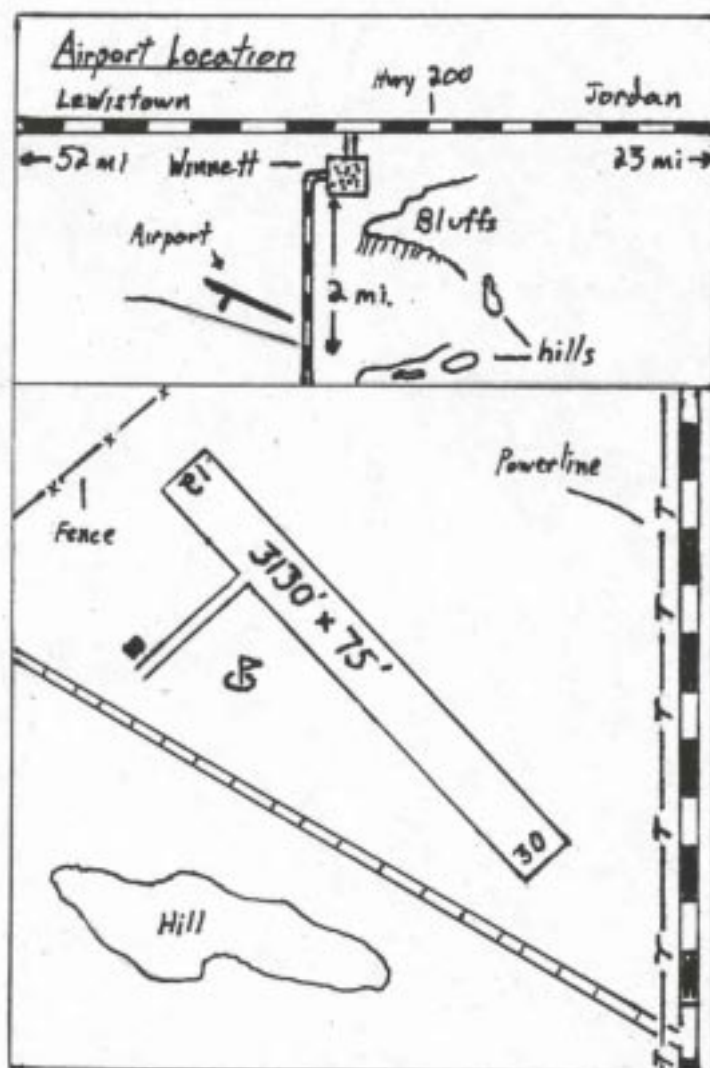
Located approximately 52 miles east of Lewistown, this 3130' x 75' dirt runway is soft and smooth, with clean approaches and cones marking the runway thresholds and entire length. Local pilots have been so eager to use their new airstrip that the first hangar was being completed the very day that the runway was! Winnett pilots are proud of their new airport, and justifiably so; in a time and age when many small airports are fighting just to stay alive in the face of local resistance and development, Winnett stands out as an example of what good may come when hard work and positive attitudes come together.

Although the local pilots have been working quite hard for years to bring this airport into reality, the "dirty" work truly started in June when graders leveled out the runway and taxiway, and locations for thresholds and the windsock were marked. The intent is to seed the runway next season for turf to grow, with an optimistic eye towards abundant rain...

CTAF for the airport is 122.90, with both runways (12 and 30) having standard left traffic. The airfield is officially named "Petroleum County Airport" as a way for the pilots to thank the county for their support. Watch for the occasional inquisitive antelope on the runway, and bring your own tie-downs for now.

Airport Manager Bill Troutline stated that within the first week of the runway being marked, several planes stopped by to say hello (ok – so the *pilots* said hello), while other pilots called inquiring about landing at the airport in the future for recreational activities (such as helping to control the local population of pheasants and prairie dogs). For more information on the Petroleum County Airport, and all that this new gateway to the Heartland of Montana has to offer, call Bill Troutline at (406) 429-6551. He will be happy to visit with you, and happier still to showcase his new airport.

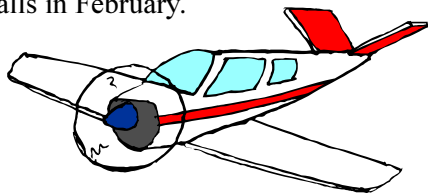
So the next time you're flying through the heart of Montana looking for an interesting new place to put down for a spell, remember that bigger isn't always better – that there's a great new airport with even better people waiting to be discovered and welcome you. Interested in a fun new place to get a smile and a \$100 hamburger? Why not Winnett?



Administrator's Column

Antique Airplane Tour: Twenty-five aircraft, some of them 80 years old, and one from Montana will fly 4,000 miles through 21 states this month to recreate the National Air tour, which was the rage in the 1920s through 1931. No interstate highway system connected the nation at that time and the tours captured the nation's imagination while demonstrating the safety of air travel. The recreation tour, once known as the Ford Air Tour because of sponsorship from the Ford Motor Company, will take place in the eastern half of the country, from Michigan and Minnesota, south to Texas and through the Southeast before turning north along the East Coast. Much of the route was planned for the original tour planned for 1932 but never flown. Joining the antiques will be an FAA-owned Douglas DC-3, which will be the fastest aircraft of the bunch. A lead plane, an Aviat Husky, will fly ahead of the tour to arrange for the special needs of the restored aircraft. Hank Galpin and Ray Sanders of the Flathead Valley will depart Kalispell on September 1 to begin the tour that departs Dearborn, MI on September 8. The two will be flying Hank's beautifully restored 1928 TravelAir 6000. To follow progress of the tour log on to www.nationalairtour.org. Montana wishes Hank and Ray best wishes on this exciting journey. Hank and Ray will also deliver the Montana state flag to Kitty Hawk as part of the "50 Flags to Kitty Hawk" program part of a national EAA initiative. The story will be told at the Montana Aviation Conference in February.

Regional Administrator Announced: Doug Murphy has been selected to fill the position of Regional Administrator for the FAA's Northwest Mountain Region. Doug, who began his 32-year FAA career, is currently Manager of the FAA's Southwest Region Air Traffic Division. Doug is expected to take on his new duties in October. It is hoped that Montana will have an opportunity to welcome and meet Doug at the Montana Aviation Conference in Great Falls in February.



New airmen certificate: The FAA will begin issuing new credit card-sized airmen certificates to the nation's active pilots, replacing existing paper certificates. Made from a composite PVC media card stock, the certificates will incorporate security features, such as a hologram of the FAA seal. The certificate will be distributed to airmen when they achieve higher levels or additional ratings. It also will replace certificates that have been lost or damaged.

"Enola Gay" restored: The Smithsonian's National Air and Space Museum has completed restoration of the *Enola Gay*, the Boeing B-29 Superfortress used to drop the first atomic bomb in combat. The airplane will be on display at the Steven F. Udvar-Hazy Center, the museum's companion facility in northern Virginia, which opens to the public on December 15. Restoration work on the *Enola Gay* began in 1984 and involved a total of 300,000 staff hours. To bring the airplane back as closely as possible to its wartime condition, museum staff, volunteers and interns removed decades of corrosion from metal surfaces. The airplane's entire outer aluminum skin was painstakingly polished to its original shine. Missing equipment, including radio gear and antenna components were replaced. Even Boeing logo caps from the period were tracked down for the center of the pilot and copilot's control wheels for a complete restoration of the cockpit.

Airport closures: During the past few weeks the following airports have seen closure due to fire fighting activities: Condon, Meadow Creek, Benchmark, Lincoln and Rock Creek. Be sure to check NOTAMs and TFRs for updated information.

FAA Reauthorization: Disputes over air traffic control privatization and contract tower provisions caused a delay in the final consideration of legislation to authorize FAA funding and programs. A last minute provision in the conference report would allow the ability to extend the contract tower program to VFR towers that have long been considered candidates. Congress reconvenes this week following its August recess.



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Calendar

September 6, 2003 – Northern Skies Aviation Open House and Fly-In. 8:00 am–6:00 pm, Laurel Municipal Airport (6S8). Airplane and helicopter rides and displays, contests for pilots and kids, free workshops by Northern Skies Flight instructors for pilots and non-pilots. For more information contact Northern Skies at (406) 628-2219 or www.northernskies.com.

September 12-14, 2003 - Mountain Search Pilot Clinic, Kalispell. For further information phone (406) 444-2506.

September 26, 2003 – Aeronautics Board Meeting, Superior. For further information phone (406) 444-2506.

October 30-November 1, 2003 – AOPA Expo 2003, Philadelphia, PA. AOPA's annual Expo is the premier General Aviation convention, offering pilots and aviation enthusiasts an opportunity to see the latest equipment and aircraft, attend more than 80 hours of aviation seminars, and meet and greet fellow pilots. For more information phone (301) 695-2000 or www.aopa.org.

March 4-6, 2004 – Montana Aviation Conference, Heritage Inn, Great Falls. For further information phone (406) 444-2506.

Congrats Mike!



Mike Rogan, Aviation Support Officer for the Aeronautics Division recently received his Commercial Certificate. Mike a dedicated and hard working pilot has very high standards he follows and we congratulate him on his achievements. He'll now be cruising around the state performing some of his many duties as pilot in command of the A-36 Bonanza!



The 2004 International Aviation Art Contest is sponsored by the National Aeronautic Association, National Association of State Aviation Officials, National Aeronautics and Space Administration, and the Federal Aviation Administration, in cooperation with the Federation Aeronautique Internationale (FAI), to motivate and encourage young people of FAI-member nations to become more familiar with and participate in aeronautics, engineering, and science.

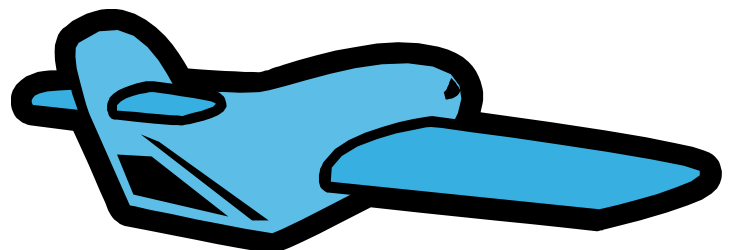
This year's theme is "Flying Saves Lives!" Artwork will be judged, at least in part, for its creative use of this year's theme in relation to the aviation world. All children ages 6 to 17 (determined by the age of the entrant on December 31, 2003) are encouraged to participate in the Contest.

Entries in each age group will be judged and state winners and runners-up will be selected. Winners will receive a certificate and recognition from their state. The top three entries in each age group will be forwarded to Washington, D.C., to participate in the national competition. A national winner and two runners-up will be selected from each age group. All national winners will receive certificates, ribbons, a framed reproduction of their artwork, and a professional work of art compliments of the American Society of Aviation Artists. The national winners and runners-up in each age group will be forwarded to FAI headquarters for international judging. Winners of the international competition will receive certificates and gold, silver, or bronze medals.

For more information and an entry form please call the Montana Aeronautics Division (406) 444-2506.

Why do ships and aircraft in trouble use "mayday" as their call for help?

This comes from the French word m'aidez – meaning "help me" – and is pronounced "mayday".



Oshkosh B'Gosh



Jeanne MacPherson accepts the Freedom of Flight Award from Tom Poberezny, President, Experimental Aircraft Association at Theatre in the Woods during EAA AirVenture Oshkosh.



Henry Ogrodzinski, NASA; FAA Administrator Marion Blakey; Mike Rice, New Mexico Aviation Division; Debbie Alke and Jay Zimmerman Minnesota Aeronautics, in the NASA tent at Oshkosh. The Administrator dropped by to say hello and see what the states are up to.



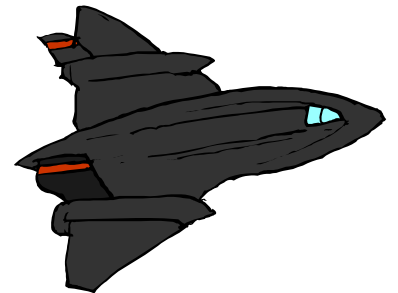
Evil Kneivel Daze - Butte Fly-In



Rick Griffith and Alan Eliason served up an awesome breakfast during the Butte Evil Kneivel Day's fly-in. Local pilots treated surrounding youth to aircraft rides and many aircraft were on display.



The local Civil Air Patrol cadets were on hand to coordinate the aircraft rides and provide overall support to the Butte airport during the fly-in.

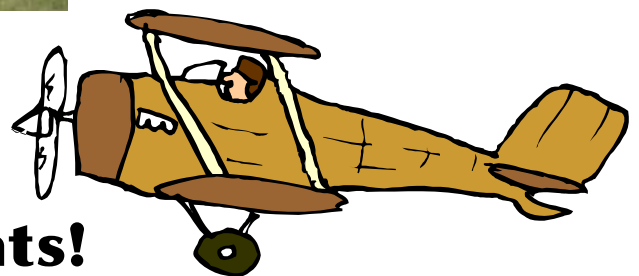


Attendance at Oshkosh was estimated at 770,000, with a record 2,960 registered show planes. On September 17 the Discovery Wings Channel airs Oshkosh 2003: The Centennial Edition, an EAA TV-produced recap of the EAA AirVenture Oshkosh convention. A must see for anyone interested in aviation and the history of powered flight.

MAAA Fly-In



Richard Duchscher, Helena tower chief, provides his services during the annual MAAA Three Forks Fly-in. Many thanks to those instrumental in securing the tower for this years event and to Richard and his staff for traveling to Three Forks to provide this important function. Pilots from across Montana and the great northwest enjoyed good flying, food and conversation! Students from the surrounding area flocked to the airport to receive a Young Eagles flight.



More Airport Improvements!



The Twin Bridges Airport now has Jet A and 100 LL fuel available 24/7. They also have a new facility for repair & maintenance, Ruby Valley Aviation LC. Visitors to the airport are surprised to find such a well-equipped facility so far away from the "big city". For further information check out their website at www.rubyvalleyaviation.com.

Understanding The Family

By: Mike Quinn, Aviation Support Officer

Aviation is a club. It's a fraternity – a family. It is an enormous group of people bound together by the air going around in circles: circling the globe, the country, the airport, the year. Some people are born into the club, with aviation ancestors going back four generations or more. Some have mentors – friends or companions who shepherd them into the family. Yet others seek membership by following their own dreams, taking the leap of faith by themselves. I happen to fall into this last category: I am a first generation pilot - there have been no Quinn pilots before me nor friends in the fraternity to induct me. But when I dove head first into the pool, I had no idea how deeply it went – no comprehension as to how my life and my family would change and grow as a result.

Through my short time as a pilot, and especially during my tenure thus far with Aeronautics, my life's horizons have been expanded to limits I never even dreamed they could reach. I have been blessed with such amazing opportunities that one could ever hope to encounter and seen my aviation "family" grow to include some of the most intriguing and inspiring people I have ever known. But being the only pilot in the family, portraying my passion and love of flying to my blood relatives has been difficult at best, and downright impossible at worst; trying to explain the complexities and beauty in something as simple as a short field, crosswind landing to a non-pilot is like trying to describe freefall to a non skydiver: you cannot truly understand until you have experienced it first-hand. And so I found myself frustrated, trying to tell my family exactly *why* I was so enthralled by this amazing thing called flight, exactly *why* the people I have encountered have been so enriching to my life. But these past few weeks saw all of that change, and in a way I could ever have imagined.

Since my whole family lives back East now, I've never had the opportunity to share the experience of flying with them. However, last week my father came out to visit me for four days, with the explicit intent to have me take him on a flight. He wanted to finally understand what all the hubbub was about. Coincidentally, it was the same weekend as the Campbell Fly-In: that magical place up in the northwest of the state that scared the bejeebers out of me one year ago and inspired me to pick up writing again (my first "Green in the Left Seat" article). Having read all that I've ever written about flying, my father was more than eager to experience one of my most terrifying and vividly explained aviation experiences first-hand. I was alarmed by his enthusiasm: hadn't I portrayed the fear clearly enough in my writing? I guess not.

We took off while the dawn was only being hinted at in the skies above Helena, while night still firmly held it's sway on the earth below. I hopscotched around TFR's in marginal VFR visibility, assuring my father that there were 11,000-foot mountains hidden directly in front of us behind the veils of forest fire smoke. We crossed jagged peaks, with snow still clinging to their sides and pristine alpine lakes hiding in their shadows like jewels scattered by the hand of a carefree Greek god. We witnessed the heights cascade down precipitously to the wide open valleys thousands of feet below; flat plates of haphazardly tilled farms looking like

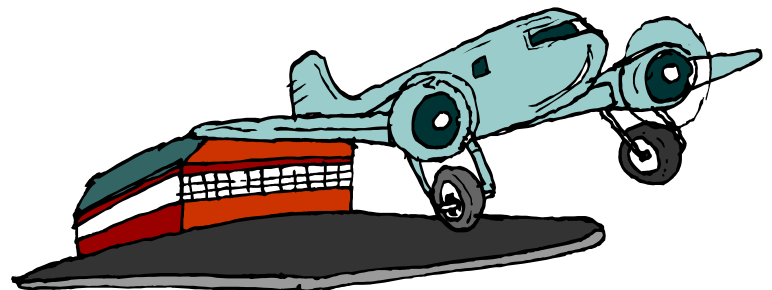
rectangular tiles of an enormous floor. And finally, we found a narrow valley surrounded by good mountains on every side, with a 1900 foot long runway within – draped over a 50 foot bench at the far end, with 100 foot trees beyond, and 60 foot trees on the left runway edge.

We entered the pattern, lowering flaps, reducing airspeeds, and finding the appropriate airspeeds as we banked hard onto final. Cranking hard in a 45-degree turn at 300 feet to line up on centerline, my father's comment was, "COOL!!!" All I could think was, "Man, if he only knew..." We swooped past those trees on the left edge that had so scared me the previous year. This year, I looked at the squirrels and waved. The world went quiet once more as the engine cut to idle and the nose lifted high through the flare. And as the wheels kissed the ground in the simultaneous instant that the stall horn began to complain, my life came around full circle to the memory of a scared kid a year previously thinking that this was something really crazy yet amazing, and to the realization that it is that place in those milliseconds between the earth and sky that we truly live.

After a wonderful breakfast introducing my father to many members of my "aviation family", my aviation mentor - our host John Campbell - came over to me prior to our departure and said, "You've come a long way in a year, my friend." Perhaps I have, perhaps not. But the road goes ever on and on, down from the door where it began...

As I drove my father the next morning to the airport so that he could catch his flight back to the East, he said, "I see now why you have such a love of flying, son. Aviation is a brotherhood – it is a collection of truly amazing people with a truly amazing outlook on life. It's a great industry that you've immersed yourself in, and it's a great group of people that you associate with. I can understand your passion for it. Oh – and I really liked the fly-by's the best. I can't wait to do this again with you."

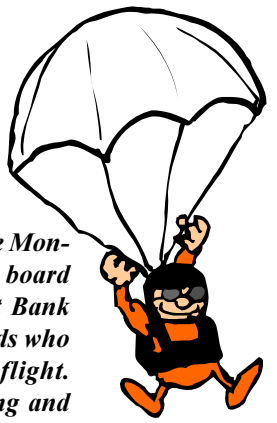
I watched the Regional Jet go streaking into the morning sky a few minutes later, carrying with it the precious link between my two families. And as it caught the red gleam of the not-yet risen sun, I said, "Be safe with my Father, dear Brother – for he now understands, too."



Montana Fun!!



The Montana Fun Weekend at Cut Bank was a huge success. The weekend features a car show, car events, vendors, booths, aircraft displays, movies, dinner/dance and lots more. The event was also the site of the Montana Pilots Association fall fly-in and MPA board meeting. Members of the MPA from Cut Bank gave Young Eagle flights to many eager kids who stood in line patiently anticipating the flight. Many hours of hard work go into planning and hosting this annual event. Thanks to all the volunteers at Cut Bank.



Aviation Pioneer Al Jennings Flies West

Alton "Al" Wesley Jennings, 83, an avid private pilot for 65 years, died at his home in Bigfork, on July 30, 2003.

He was born May 11, 1920, in Alameda, CA to Charles & Hazel (Ellery) Jennings. Al was proud of his heritage as the fourth great-grandson of William Ellery, a signer of the Declaration of Independence. His family history inspired him to delve into his genealogy and trace the Ellery ancestry back to the Mayflower, a legacy he proudly left for his family.

On December 7, 1946, Al married the love of his life, Cecilia "Ceal" Oswald in Alameda. They continued to reside in California before moving to Bigfork 12 years ago.

During World War II he became a captain in the Army Air Corps, instructing glider pilots who ferried troops behind German enemy lines. In later years, he and his wife traveled to Germany several times, where they became friends with German army glider pilots.

Al was a member of the National World War II Glider Pilots Association, Experimental Aircraft Association (EAA), Quiet Birdmen, Aircraft Owners' and Pilots' Association (AOPA), the Montana Pilots' Association and the International Cessna 170 Association. Al finally "hung up his helmet and goggles" and sold his prized Cessna 170B, hangared at Ferndale Airport, which was the other "love of his life" for over 30 years.

He was a member of St. Matthew's Catholic Church in Kalispell and St. Catherine's in Bigfork. He was active in the Bigfork Community Players.

Al's wonderful sense of humor, endless repertoire of jokes and story telling will be missed by his family and many friends.

He is survived by his wife, Ceal; three daughters and one granddaughter, Jan Ellery Jennings of Riverside, CA, Joani Eisentraut, her husband, William "Ike", and daughter, Cayce, of Columbia Falls, and Rose "pinkie" Cutrone and her husband Lazzaro "Larry" of Bridgewater, N.J. He is further survived by his nephew, Jay Alton Jennings, his wife Jane, and two nieces, all of California; and sister-in-law, nephew and two nieces, all of Wisconsin. He was preceded in death by his granddaughter, Jessica Ellery Eisentraut.

Our condolences and prayers go out to the Jennings family.

Automation at Work

Story originally appeared in the September, 2003 Aviation Safety Magazine

An autopilot is a great tool for helping fly an instrument approach, provided you know how to properly preflight it, set it up and monitor its operation.

It takes training and practice to make effective use of the autopilot during instrument approach operations. You must have a fundamental understanding of each operating mode, including where the autopilot derives its attitude and heading information and what nav sources it can use. Only then should you use the autopilot during approaches.

With the autopilot helping out with precision control of heading and/or altitude, you can widen your view of the "big picture" and have a better overall command of the flight situation on instrument approaches. Whenever an airplane is in the clouds and close to the ground, the potential for accident rises exponentially. The autopilot in that situation can help reduce the potential.

Here are some tips for effective use of autopilots on instrument approaches:

- ✓ Remember that even though the autopilot may be controlling the airplane; it is imperative that you never stop flying the airplane. Continue a full scan of all flight instruments as if the autopilot was not operating.

- ✓ Know the capabilities and limitations of the autopilot. All autopilots have limits on how much pitch and roll they can command, and a localizer intercept at high speed and high angle is one area where autopilot bank limits can wreak havoc on a course intercept.
- ✓ If you need to aggressively change pitch or roll attitude for any reason, disconnect the autopilot and revert to manual flight procedures. Autopilots are designed for smooth flying and will not make abrupt changes to pitch or roll.
- ✓ If you find yourself fighting the autopilot because it is not commanding a desired pitch or roll attitude, disconnect it immediately. The autopilot is either malfunctioning or not in the desired mode. Revert to manual flight procedures.

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